

Program with her dedicated volunteers loading up groceries for Christmas dinner, toys for the kids, and smiles for all to receive.

Mr. Speaker, I thank Carolyn Rose for all that she does for our community.

□ 1015

HONORING ASSEMBLYMEMBER LUZ RIVAS

Mr. CÁRDENAS. Mr. Speaker, I rise to honor California State Assemblymember Luz Rivas.

Luz was raised by her single immigrant mother and spent her childhood living out of converted garages and back houses in Pacoima. She became the first woman from San Fernando High School to graduate and attend MIT, where she received her engineering degree. Luz then went on to Harvard and achieved a master's degree in education.

After working as an electrical engineer at Motorola, she came back home and started a nonprofit, DIY Girls. DIY Girls inspires thousands of girls every year to believe in themselves and pursue a career in STEM.

Luz was elected to the California State Assembly in June 2018 and continues to serve communities she was raised in, the northeast San Fernando Valley.

As our assemblymember, she is a fierce advocate for all families, expanding education opportunities, and creating green spaces for our communities across our State.

HONORING GOSPEL MUSIC PERFORMER SANDRA CROUCH

Mr. CÁRDENAS. Mr. Speaker, I rise to honor Sandra Crouch, gospel music performer, Grammy Award winner, and copastor at New Christ Memorial Church in Pacoima.

Sandra and her twin brother, Andrae, who is no longer with us, were raised singing gospel music in the church their father founded. Like her brother, she pursued a career in the music industry.

In 1984, she won a Grammy Award for her album "We Sing Praises." On this album, she gave moving performances of songs such as "My Soul Only Loves You" and "No Greater Love."

Sandra's powerful voice continues to enrich the hearts of many in her congregation and community, and we honor her accomplished career and dedication to her community.

#### SHORE UP OUR AVIATION WORKFORCE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. COLLINS) for 5 minutes.

Mr. COLLINS. Mr. Speaker, as I have said on many occasions on the floor, I am a businessman, and we face a myriad of challenges out there, not just small business but medium and large business, as well.

I also sit on the Transportation and Infrastructure Committee and Aviation Subcommittee and, in doing so, have

been talking with numerous people in the aviation industry, either talking to them or listening to them in hearings. There is one thing that has been a common theme out there, and that is workforce challenges.

It seems that the cost of joining the aviation family is keeping a lot of people out of choosing this vital career. As the demand for passenger and cargo transportation increases, pilot and mechanic recruitment isn't keeping up.

That is why, today, I am proud to introduce the Aviation Workforce Development Act. It is a commonsense proposal to give Americans who want to pursue a career in aviation, on the ground or in the air, the same tools as those seeking 4-year degrees, with zero increased cost to taxpayers.

This bill will allow Americans with 529 plans to use their money to attend FAA-certified pilot and mechanic training programs. That is it. It is just another way for students to save for a career in aviation.

I thank Representatives JIMMY PANETTA and MIKE KELLY and Aviation Subcommittee Ranking Member STEVE COHEN for co-leading on this effort. I also give a big thank-you to DREW FERGUSON, LUCY MCBATH, JULIA BROWNLEY, and RUSSELL FRY for joining us as original cosponsors.

Mr. Speaker, I am calling on all Members to join us to help empower more Americans to take to the skies and shore up our aviation workforce.

#### ENERGY AND CLIMATE RIPE FOR BIPARTISAN COOPERATION

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. PETERS) for 5 minutes.

Mr. PETERS. Mr. Speaker, energy security and climate action are ripe for bipartisan cooperation in this Congress. Unfortunately, H.R. 1 is a partisan grab bag that fails to meet the challenge before us and reverses our climate progress in many cases.

H.R. 1 would eliminate the methane emissions reduction program, the greenhouse gas reduction fund, and energy efficiency and electrification incentives that reduce energy demand and costs for Americans, all vital components of the Inflation Reduction Act.

Last week, climate scientists issued their starkest warning yet that the world must cut emissions by 60 percent by 2035 to limit the planet's rise in temperature to 1.5 degrees Celsius. We don't have time to waste refighting the battles of last year.

Some of my colleagues on the other side of the aisle have said they don't want a bill that favors one type of energy over the other. The problem is that their bill, H.R. 1, explicitly favors fossil fuels. It ramps up oil and gas leasing and exploration over the clean, affordable fuels and technologies of the future.

Right now, pipelines that carry fossil fuels are already expedited and given regulatory exemptions, while trans-

mission lines, which transmit electricity long distances from all energy sources, don't get the same preferential treatment. The current system favors fossil fuels, risking our energy and climate security.

Look, it is not all bad. There are pieces of H.R. 1 that I believe we can work together on—a better process for determining the level of review to apply to a project, reusing existing data instead of reinventing the wheel at each step, and creating presumptive timelines for reviews so that projects are not indefinitely stalled. I am more than willing to admit that NEPA, a law from 1970, can be updated to meet today's challenges. In fact, clean energy permit reform is required to meet our climate goals, but this proposal fails to match the scale of our climate challenge.

The current power grid took 150 years to build. To get to net-zero emissions by 2050, we have to triple its size in the next 30 years.

According to Americans for a Clean Energy Grid, North America has built just 7 gigawatts of interregional transmission since 2014, less than half of that in the United States, so let's say 4. South America has built 22, Europe 44, and China 260 gigawatts of interregional transmission.

We currently have enough wind, solar, and storage projects in the pipeline to power nearly 85 percent of our economy, but 80 percent of those projects could be canceled due to insufficient transmission.

This decade, we will need to deploy solar and wind at five to six times our historical record pace. We need to be laser-focused on making it easier, not harder, to build clean energy because all the money in the world can't solve the climate crisis if we leave it in the bank or don't move fast enough.

Our country prides itself on accomplishing big things together, whether it is winning a world war, constructing an interstate highway, or discovering the next big medical breakthrough. During World War II, San Diego war factories built a bomber an hour to help combat fascism and support our Allies. During COVID-19, we developed a vaccine in less than 2 years when 10 to 15 years is the norm. Today, we are debating whether a decade is an appropriate amount of time to construct one single transmission line, an offshore wind facility, or a geothermal plant.

With a climate crisis that requires us to move at scale and speed orders of magnitude greater than ever before, we can't be bogged down in reviews and litigation before we even begin to build a given project.

We can fix our judicial review processes to protect vulnerable communities while preventing wealthy NIMBYS, corporations, and bad actors from blocking essential clean energy projects, which is what is happening right now.

We can reduce the level of review for climate projects on non-sensitive land